

The China Mail.

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HONGKONG, MONDAY, MARCH 24, 1884.

日七月二年申申

PRICE, \$24 PER ANNUAL.

Mails.



MITSU BISHI MAIL STEAMSHIP COMPANY.

STEAM TO NAGASAKI AND KOBE, VIA INLAND SEA. (Taking Cargo and Passengers for YOKOHAMA, VLADIVOSTOK and COREA.)

THE S.S. KUMAMOTO MARU, Capt. DUMINOW, due here on or about the 24th Instant, will be despatched above on FRIDAY, the 28th March, at 1 p.m. Cargo received on board and Parcels at the Office up to 1 p.m. of day of sailing. No Bill of Lading signed under \$2 Freight.

All Claims must be settled on board before delivery is taken, otherwise they will not be recognized.

Cargo and Passengers for Yokohama will be transhipped to the Shanghai Mail Steamer at Kobe, and for Vladivostok and Corea at Nagasaki and/or Kobe.

For further Particulars apply at the Company's OFFICES, Praya Central, Ground Floor of Messrs RUSSELL & CO.

H. J. H. TRIP, Agent.

Hongkong, March 20, 1884. 502

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama and Honchon, on TUESDAY, the 1st April, at 3 p.m., taking Passengers and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railways to Havasu, Trinidad, and Durango, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all Railways.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare. Pre-Paid Return Passage Tickets, Capt. P. C. LAVALLIE, will be issued at a Discount of 25% from Return Fare. These discounts do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. on the 31st March. Parcel Packages will be received at the office until 6 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consider Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 604, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, March 19, 1884. 408

Steam Vessels.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

Hongkong, March 21, 1884. 51.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo through routes to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS.)

The Co.'s Steamship PATRIOTS, Capt. J. PATRICK, will be despatched on or about the 24th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 19, 1884. 500

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo through routes to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS.)

The Co.'s Steamship PATRIOTS, Capt. P. C. LAVALLIE, will be despatched as above on or about FRIDAY, the 25th Instant.

For further Particulars, apply to MELCHIOR & CO., Agents.

Hongkong, March 15, 1884. 470

FOR SYDNEY & MELBOURNE (Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to NEW ZEALAND, NEW CALIFORNIA, TASMANIA and FILI)

The Eastern and Australian Steamship Co.'s Steamer Catterpillar, Captain H. CRAIG, will be despatched as above on April.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, March 18, 1884. 402

FOR SHANGHAI.

The Steamship Ispahani, Capt. AHRENS, will have immediate despatch as above.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, March 21, 1884. 51.

SAILING VESSELS.

FOR VICTORIA, BRITISH COLUMBIA.

The American Barque NINA, Capt. DODD, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight or Passage, apply to ARNHOLD, KARBERG & CO.

Hongkong, March 14, 1884. 464

FOR NEW YORK.

The 3/3 L. L. American Bark PENINSULA, Capt. E. A. HARRIS, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & CO.

Hongkong, March 17, 1884. 463

MAILS.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship CYCLADE, Captain E. M. EDMOND, with Her Majesty's Mails, will be despatched from this for LONDON, and BOMBAY and SUEZ CANAL, on TUESDAY, the 1st April, at 4 p.m.

Carry will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed to Bombay without transhipment, during one week later than by the ordinary direct route via Colombo.

For further Particulars, regarding PARCEL AND PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

N.B.—This Steamer takes Cargo and Passengers for MARSEILLES.

A. MCIVER, Superintendent.

Hongkong, March 20, 1884. 507

TO LET.

DOOMS at No. 66, Queen's Road East.

To Apply to MAEGWEN, FRICKEL & CO.

Hongkong, March 6, 1884. 414

TO LET.

THE PREMISES now occupied by us,

No. 11, Queen's Road Central.

For further Particulars apply to Messrs. RUSSELL & CO.

GEO. R. STEVENS & CO.

Hongkong, August 1, 1883. 226

Intimations.

WANTED—A STEWARD and a COOK on Board Ship. Must be STEADY MEN. References required.

Apply to TEMPERANCE HALL.

Hongkong, March 20, 1884. 508

FOR CANTON.

THE WELL-KNOWN GERMAN STEAMER "CHINA" will run between this and Canton as a NIGHT-BOAT, leaving HONGKONG and CANTON, respectively, every other day at 5.30 p.m., beginning on SUNDAY, the 2nd of March. Special Conditions are granted to Large Shippers.

In Particulars, apply to THE AGENTS:

Messrs. ARNHOLD, KARBERG & CO., Canton;

Messrs. HING LEE & CO., Hongkong;

or to CAPTAIN ON BOARD.

Hongkong, February 27, 1884. 360

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$5,000,000.
INSTALLMENT RECEIVED ON NEW SHARES.....2,074,744.75
\$7,074,744.75

RESERVE FUND.....\$2,500,000.
INSTALLMENT OF PREMIUM RECEIVED ON NEW SHARES.....1,563,361.66
\$4,063,361.66

COURT OF DIRECTORS.
Chairman—A. P. MCIVER, Esq.
Deputy Chairman—F. D. SASNOV, Esq.
H. L. DALRYMPLE, A. GUETZOW, Esq.
E. G. FORBES, Esq.
W. H. FORBES, Esq.
M. GROTE, Esq.

Chief Manager—THOMAS JACKSON, Esq.
MANAGER—EVAN CAMERON, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.
INTEREST ALLOWED—
For Fixed Deposits—
For 3 months, 3 per cent. per annum.
" " 6 " " 4 per cent. " "
" " 12 " " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON,
Chief Manager,
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, February 23, 1884. 372

Notices of Fitters.

NOTICE.

M. FRANCISCO MAMEDE GONCALVES and Mr. AUGUSTO JOSE DO ROZARIO have this Day been admitted PARTNERS in our Firm.
ROZARIO & CO.

Hongkong, March 1, 1884. 383

Intimations.

NOTICE.

THE FOURTH and FINAL CALL of £1,410 Sterling per Share on the 20,000 SHARES, NEW ISSUE of this CORPORATION, will fall due on the 31st DECEMBER CURRENT, in London, Calcutta, Bombay, Shanghai and Hongkong.

REGISTERED SHAREHOLDERS entitled to NEW SHARES, are requested to Pay, at the respective OFFICES, the above Call or its equivalent in the Currency of the above-mentioned places.

PROVISIONAL CERTIFICATES are issued in Exchange for the First Call Receipts, which are to be surrendered to the Bank.

HOLDERS of PROVISIONAL CERTIFICATES, when paying this Call, will send tenders to the OFFICES, having the following rates:

The Rate of Exchange for Hongkong is fixed at 3/- 8d. or \$53.98 per Share.

Interest at the Rate of 7 per Centum will be Charged on Calls unpaid on the 31st December.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, December 13, 1883. 121

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-Year ending Dec. 31st, amounted to the Rate of Two Pounds Sterling per Share of £125, and One POUND and Five Shillings per New Share of £62.73 paid up PAYABLE on and after FRIDAY, the 29th February current, at the OFFICES of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, February 28, 1884. 371

For Sale.

FOR SALE.

AMERICAN ORGANS

With from six to eleven stops, at from \$100 to \$100 each, made expressly to withstand the combined heat and moisture of the Hongkong climate.

PIANOS

By BROADWOOD, COLLARD & COLLARD and CHAPPELL, always in Stock for Sale or Hire.

PIANOS AND ORGANS AND HARMONIUMS

Repaired and tuned by a Competent Tuner from Messrs. BROADWOOD & SONS, London.

NEW MUSIC

For Sale.

MacEWEN, FRICKEL & Co.
No. 63, Queen's Road East,
(OPPOSITE THE COMMISISSIONERS),
ARE NOW LANDING
FROM AMERICA.

CALIFORNIA
RACKER
COMPANY'S BISCUITS in 5 lb.
tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Small HOMINY.
Cracked WHEAT.
OATMEAL
CORNMEAL

TOPCAN BUTTER.
Apple BUTTER.
Eastern and California CHEESE.
CODETTE, Bouillies.
Prime HAMS and BACON.
Bacon Braised Condensed MILK.
Fatty BEEF in 25 lb. kegs.
Best Ideal SALMON in 6 lb. cans.
Cutting's Dessert FRUITS in 25 lb. cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage MEAT.
Stuffed PEPPERS.
Assorted SOUPS.
Richardson & Robins's Celebrated Potted MEATS.

FAIRBANKS' SCALES.
400 lb. Capacity.
600 lb. " "
900 lb. " "
1,200 lb. "

CORN BROOMS.
OFFICE HIGH CHAIRS.
AXES AND HATCHETS.
AGATE IRON WARE.
WAFFLE IRONS.
SMOOTHING IRONS.
PAINTS and OILS.
TALLOW and TAR.
VARNISHES.

DEVOE'S NONPARIEL
BRILLIANT
KEROSINE OIL,
150° test.

Ex-late ARRIVALS from
ENGLAND.

A LARGE ASSORTMENT OF
S T O R E S,
including:
CHRISTMAS CAKES.
LICAM PUDDINGS.
MINCEMEAT.
ALMONDS and RAISINS.

Crystallized FRUITS.
TYSON'S DESSERT FRUITS.
Pudding RAISINS.
Lancet CURRANTS.

Fine YORK HAMS.
PIENO TONGUES.
PATE DE FOIE GRAS.
SAVORY PATES.

FRENCH PLUMS.
BROWN.
INFANTS' FOOD.
CORN FLOUR.

SPARTAN
COOKING STOVES.

HITCHCOOK HOUSE LAMP.
PERFECTION STUDENT LAMP.

CLARETS—
CHATEAU MARGAUX.
CHATEAU LA TOUCHE, pints & quarts.
IREN. GRAVES, " "
BREAKFAST CLARET, "

SHERRIES & PORT—
SACOME'S MANZANILLA & ANON-
TILLANDA.

SACOME'S OLD INVALID PORT
(1818).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—
1 and 3-star HENNESSY'S BRANDY.
BISQUIT DUBOURG & CO.'S BRANDY.
FIRST OLD BOURBON WHISKY.
KINAHAN'S LIQUOR WHISKY.
ROYAL GLASSHOUSE WHISKY.

BOOTH'S OLD TOM.
E. & J. BROWN'S LIQUOR WHISKY.

BROWN'S LIME JUICE CORDIAL.
NOELLY PRAT & CO.'S VERMOUTH.

CHARLES' GINGER BRANDY.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

ANGOSTURA, BOKER'S and ORANGE BITTERS.

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and SANDBURG, PHILADELPHIA.

GUINNESS'S STOUT, bottled by E. & J. HORNE, pints and quarts.

DRAUGHT ALE and PORTER, by the Gallon.

ALE and PORTER, in bagsheads.

SPECIALLY SELECTED

C I G A R S.

Fine New Season's GUMSHAW TEA, in 5 oz. Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF
SAFES, CASH and PAPER
BOXES, at Manufacturer's Price.

Hongkong, December 1, 1883. 1043

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1883. 14

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Premiums on the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co., Agents; Hongkong & Canton.

Hongkong, January 4, 1883. 100

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George the First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows—

Marine Department.

Polices issued at reasonable rates payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Polices issued for long or short periods at current rates.

Life Department.

Polices issued for sum not exceeding £5,000 at reduced rates.

HOLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship *Merle*,

Commandant *Blanc*, will be despatched for the above

YOKOHAMA on WEDNESDAY, the 26th instant, at Daylight.

I. MARTIN,

Acting Agent.

Hongkong, March 24, 1884. 530

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George the First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows—

Marine Department.

Polices issued at reasonable rates payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Polices issued for long or short periods at current rates.

Life Department.

Polices issued for sum not exceeding £5,000 at reduced rates.

HOLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 3 per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 10, 1881. 938

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to grant POLICIES on MARINES RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.

Hongkong, November 5, 1883. 855

To-day's Advertisements.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOEKABAYA, VIA SAIGON AND PONTIANAK.

The Co.'s Steamship *Conqueror General*, *Jasde*, will be despatched as above on the 26th instant, at 4 p.m.

JARDINE, MATHESON & Co., General Managers.

Hongkong, March 24, 1884. 523

NOTICE.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHINFOO, TIENSIN, NEW-CHIANG, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Pontchartrain*, Captain *Hoog*, will be despatched as above on the 27th instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, March 24, 1884. 324

NOTICE.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Abel*, Captain *Anderson*, will be despatched on MONDAY, the 26th instant, at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, March 24, 1884. 533

NOTICE.

M. CHARLES ALEXANDER

TOMES is authorized to sign his name by Procurator, in Hongkong, from this date.

RUSSELL & Co.

Hongkong, March 24, 1884. 528

SHARE LIST.—QUOTATIONS.

MAR. 24, 1884.

Stocks.

No. of Shares.

Paid.

Reserve.

Working Capital.

Last Closing Quotations.

Stocks.

Shares.

Bank.

individual, or a small number of persons, are affected, the Government, generally, do nothing to assist, or, if it does help, the help only comes after repeated and wearying representations have been made on behalf of the sufferer, whose wants may be as pressing and keen as those endured by the multitude. The assistance needed by individuals is usually left to be supplied by private effort. Why this should be, so I have never been able to understand. These thoughts have occurred to me since reading the announcement in your last issue that the Government did not intend to indemnify those of its servants who suffered loss by the burning of the "Police Chop." All though the men in this case have not been thrown out of employment, or a home, or been deprived of their food, most of them have lost their means of support, and some of clothes, and other articles, some of them amounting to nearly half their comfort. These were lost through no fault of the lessors, and I have heard it stated for a fact that the greater number of the men who had chosen to neglect their employer's interest and declined to endeavour to save the hulk, could have saved nearly every article of their private property. Their sense of duty, however, was too strong to permit them to do this; and what is their reward? A docket is turned to their legitimate application for compensation! And by whom? By a fellow servant of the same employer—the public. I have spoken to several of my fellow citizens on the subject; and they have, without exception, condemned the action of the higher officials. Who else are, I know not; but that they have certainly come to a most unjust and illogical conclusion in this matter. The decision will encourage the men not to continue in the path of duty, but to seek the maximum.

Moving myself, and let the Government do the rest, it probably takes care of themselves. This, I imagine, will be the motto of the policeman in similar circumstances in future, unless this decision which seems to me to represent a policy of hoarding pennies and throwing away pounds, is reversed. Then, perhaps, did more than their duty, but that is no reason why they should suffer unnecessary hardships; and I am quite confident that my views of the matter, viz., that the men should be indemnified for their loss by the Government and that the decision of the higher officials is unjust, will be endorsed by much the greater portion of

THE PUBLIC.

Police Intelligence.

(Before H. E. Wodehouse, Esq.)

Monday, March 24.

THEFT FROM THE PERSON.

Chun Ayan, a coolie, appeared on remand charged with stealing a pair of gold earings, valued at \$32, from the person of a widow named Chan Achan on the 19th instant. Complainant was walking up Bonham Street at 10 a.m., when defendant came up and snatched the earings from her. She was not hurt and the earings were recovered, having been found in possession of the prisoner when he was arrested.

Prisoner, who denied stealing the earings, was sentenced to one year's imprisonment with hard labour.

LAWCOURT.

Cheng Afuk and Chun Ayan, coolies, were convicted of stealing a box of coal, valued at \$12, from a gateway belonging to Mr. Fung of Hingpo on the 22nd inst., and were each sentenced to six weeks' imprisonment with hard labour, and another coolie, named Chun Aun, was sent to goal for seven days for stealing two pieces of brass, valued at 50 cents, from the Hongkong and Whampoa Dock Company, Limited, on the same date.

ANOTHER GAMBLING RAID.

Inspectors Grey, Brenner, and Quincey, made a raid upon a gambling house, No. 32, Szeem's Bazaar, on the 2nd instant, and captured twenty-four men engaged in playing fantan. The implements, cash, &c., were seized by the police, \$7.92 cents being found upon the table. A cook named To Amau appeared to be the manager of the game, and a bookmaker called Mok Ayau was collecting the money and charging a commission. The case was clearly proved that the two defendants were engaged in one hundred dollars each with the gamblers of three months back, when the rest of gamblers being fined five dollars each or fourteen days imprisonment with hard labour. Fifteen out of the twenty-five dollar fines were paid at once. Four or five of the men who were in the den when the raid was made, effected their escape by jumping out of a window into the street below, a distance of 30 feet. These were all more or less injured.

(Before A. G. Wise, Esq.)

THIEF OF CLOTHING.

Yan A Choi, a coolie, was convicted of stealing three pairs of trousers, of the value of \$2, the property of a tailor called Tang a Yung on the 24th inst.

Complainant had hung the garments in question outside his shop in Upper Lascar Road to dry and defendant plucked them off the bamboo and bolted them with, but was stopped by P. C. Chang Len, 331.

Defendant, who admitted a previous conviction for larceny, was sentenced to six months' imprisonment with hard labour.

CUTTING TREES.

Liayai, a coolie, pleaded guilty to being in possession of two bundles of newly cut branches of trees, unlawfully obtained. Five previous convictions for a similar offence were proved against the defendant who was now fined \$10, or two months' hard labour.

DEBTORS.

Alexander Letchford and Pierre Mason, seamen belonging to the French man-of-war "Desir," were fined 50 cents each, with the alternative of two days' hard labour, for being drunk and disorderly in Lascar Road last evening at 7.30. The fine was paid.

THE CHINESE INSURANCE COMPANY, LIMITED.

The following is the Report of the Directors to the thirteenth ordinary Meeting of Shareholders to be held at the head office of the Company at Hongkong, on Saturday the 23rd March 1884, at 12 o'clock noon.

The Directors have now to submit to the Shareholders the thirteenth annual Report of the Company to the 31st December, 1883. The net premium earned during the year, less reinsurance and related premia, together with interest and gain in exchange, amounts to \$219,054.66, and after deducting all expenses and losses for the current year, and depreciation of bonds, the working account shows a credit balance of \$35,165.20, which amount the Directors propose to pass at once to the credit of reserve fund.

To the credit of reserve fund have been passed the losses for previous years paid during 1883, including the debts at debit of \$10,000, amounting in all to \$718,437.75, making the balance at credit of Reserve Fund \$3,826.70, against which there are known losses of about \$18,000, up to date.

The Directors have written down the

value of all the Chinese Government Bonds held by the Company to par, at a cost of \$10,978.83; and they have also thought it advisable to write \$30,000, of the value of their share of the S. S. "Sea Gulf," which now stands at the low figure of \$3,165.15.

Directors.—Mr. Wm. Reiners having resigned his seat on leaving the Colony, Mr. M. Gratz has been elected in his place and his appointment, together with that of Mr. José A. dos Remedios, who has been recalled to join the Board, require confirmation.

Auditors.—Mr. L. Hauschild and Mr. Thomas Arnold have audited the accounts, and the Directors have much pleasure in recommending them as Auditors for the current year.

E. R. BEHNLOS, Chairman.

POSTMASTER-GENERAL'S REPORT.

The following are the chief items in the annual report of the Postmaster-General:

GENERAL POST OFFICE.

Hongkong, March 21st, 1884.

Sir,—I have the honour to report on the British Postal service in China during 1883.

There is almost nothing of international interest upon which to remark. It is to be hoped the long-deferred entry of the Australasian Colonies into the Union is at last to take place. A postal congress was to assemble at Lisbon last summer, but nothing has as yet been heard of its proceedings.

What should have been the success of the year with the establishment of a Postal Agency at Tsinan; but it can only be regarded as a disappointing failure. Successive Commissions staled them that had assumed this Department that the Agency once established, there would be no difficulty about the courier transit from Chinkiang to Tsinan during the months when the river Peiho is frozen. The Agency has been established, but there is a difficulty. The courier service is carried on by the Customs, and it has been found practically impossible to get a sealed bag of Registered correspondence through unopened, simply because the managers of the Transit service open all such bags for the purpose of re-packing the contents. Under these circumstances it is difficult to get the letters to the post office for delivery, as the experience of most of the members of the staff has shown.

Now as a matter of fact no French Mail has ever taken much over two hours to sort. The longest time recorded is two hours and a quarter, under exceptionally disadvantageous circumstances. But this is counting from the arrival at the Post Office of the first bag till the windows are opened. Of course if this Department is credited by an impatient public with all the time that elapses from the time of the Post Office to the arrival of the delivery, the French Mail is extremely delayed, especially to the houses of their employers with the letters, the mail arrives later, and naturally will seem to be required, but observation will show that over this is generally not much over four hours. The time taken up in landing the mail varies very considerably, being affected by the tide, the weather, the time of day, the amount of obstruction caused by sampans and cargo boats, and other circumstances. Some Commanders will not allow the mails to be moved until the mooring is complete, others permit their despatch before anything else is done. The occasional delays resulting from these circumstances tell heavily against the community at Canton, the steamer for which mail is not infrequently leaves after the mail arrives, but before it is landed or sorted.

Very much larger mails than in former years have been forwarded by the direct steamer to Hankow for London. A practice used to prevail at this port of sending letters on board loose to be posted at Szeu. On one occasion, as might have been expected, the whole consignment of letters was not posted at Szeu, but carried round by Gibraltar, a mishap which seems to have been not without its moral at Hankow.

An Assistant is badly wanted at Amoy, where the business is out-growing the establishment. The Agent there writes of his difficulties in a strain which recalls the reports of the late Mr. Trollope:—

The Post Office boat is far too small for the work it has to do. Mr. Travers called attention to this after his inspection of the Agency, and from his personal experience I can confirm all that he said. I went out in the little dingy a few weeks ago to one of Messrs. Holl's steamers lying in the outer harbour, and the trip was not only an unpleasant but an unsafe one. I have had much experience in boating here in rough weather, and can safely affirm that very little more wind and sea would have capsized the boat. Perhaps when a Post Office boatman and a Postal Agent (or two) have been drowned, and a home mail lost, Her Majesty's Postmaster General may notice the advisability of providing better means of conveyance.

It is not quite clear which Postmaster General is to be construed by the destruction of two postal agents, the universally respected minister who presides over the department in London or his much humbler representative in Hongkong. If the latter, he can only say, "liberal animus."

To provide a larger boat is a very simple matter, the provision of a larger crew is the difficulty. Departmental expenses are continually on the increase, and can seldom be reduced again. The Government of Hongkong keeps these offices at the ports open simply and solely to deliver the mails from Europe, and to collect correspondence for transmission in the opposite direction. But for this, as far as we are concerned, it would be desirable to close all the agencies to morrow. It is discouraging, therefore, to find the London Post Office indisposed to allow any increase upon a departmental expenditure which was settled seventeen years ago, and which has been completely outgrown.

The expenditure of Hongkong and the subsidies given to the local revenue of the Post Office, which in 1872 exceeded \$7,000, has disappeared.

10. It may be permissible here to quote the minute which was submitted to His Excellency the Governor on this subject.

I regret, Mr. Fawcett's decision. It really amounts to this, that the postal service on the coast of China is to remain absolutely unimproved, or is to be improved at the sole cost of the Colony of Hongkong. Besides the fact that it is scarcely the province of Hongkong to provide postal facilities for people at Amoy, &c., the Home Government has spent away all the surplus revenue out of which the expenses of such facilities might have been defrayed.

11. Proposals to establish a Money Order system have been addressed to the Post Office of the United States, more with a view to the convenience of American residents in Southern China than to the exchange of China as coinages. The Chinese who have crossed the Pacific avail themselves of the system as they themselves do in America, have done, more assistance in the Money Order branch of this Department will become unavoidably necessary.

12. Now that an able Parc Post has been established, it is to be hoped that the much desired Parc Post from China may be established. Proposals to effect this have been submitted to the London Office.

13. Proposals to establish a Money Order system have been submitted for re-enactment. The point on which an alteration of the law was especially desirable was the Section exempting all Chinese letters from the action of the Ordinance. No extensive or sweeping interference with Chinese correspondence is intended, but it is desirable to have the power to stop those wholesale evasions of public duty of all kinds which Chinese are so ingenious in devising. On one steamer for San Francisco alone over 11,000 letters were found surreptitiously conveyed in the baggage and about the persons of Chinese passengers.

14. Some points in the Post Office Ordinance 1872 needing amendment, an entire reprint has been submitted for re-enactment.

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15. The idea of thought Chinese will bestow a heavy fine on those who will not frank their letters, or (as in Japan) pay a charge levied on each letter. The Chinese, however, rapidly change; the new owners, never having experienced the evils of charges were loath to meet, resented the demands, many refusing to pay, or decline to receive the taxed correspondence, and a constant irritation is kept up.

16. The difficulty will be met some day, I hope, by the Chinese Government (at first perhaps as represented by the foreign Customs staff) awaiting a sense of its national duties, and establishing an efficient Post Office in every open port. The time is perhaps hardly ripe for that as yet, and I do not think we can take the initiative. Hongkong has been requested to relieve the Imperial Government of the care of Post Office in China. It is not pleasant to see that we might be obliged to have the service stereotyped against all improvement, but our position would seem to be simply a ministerial one. There is nothing for it but to make the best of it, and not to waste time on the allied field.

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